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THOS. N. BLACK, Editors.
W. R. PRATT, Editors.

THURSDAY, JUNE 23, 1892

Give us Cleveland and Harrison will succeed himself.

SNAPISM and anti-snapism are two great elements of Democracy.

The New York Sun has dubbed Cleveland a "sanctimonious ignoramus."

A TAMMANY brave and a Kentucky Colonel engaged in an altercation in Chicago last Sunday. Strange to say Democracy will not observe even the Lord's day.

PLATT said that Harrison cannot carry New York, and Boss Croker just as boldly asserts that Cleveland cannot get the electoral vote of the Empire State. Who then will get the vote of New York, the People's Party candidate or the nominee of the Prohibitionists?

Does anyone desire to return to the good old days of Democratic free trade, when calico was twenty-five cents a yard and common brown sugar fourteen cents a pound? If not show your disapproval by voting with the party of protection, cheap calico and cheap sugar.

The delegates who gave their support to Blaine or McKinley are now harmonious for the ticket selected by the convention. There is but little touch of bitterness. The enthusiasm for President Harrison will become greater as the merits of his splendid administration are made known.

The National Convention of the People's Party will be held at Omaha, July 4th. The death of Col. L. L. Polk removes from the field the most prominent candidate for President, but others are mentioned in connection with the nomination. Gen. W. B. Weaver and Ex-Senator Van Wyck have many friends who are pressing their claims with zeal and industry.

The Farmer's Alliance in Alabama bolted from the Democratic State Convention and nominated a full ticket, headed by Mr. Kolb for Governor. They declare in their platform in favor of abolishing the convict lease system and a just treatment of the colored people. Let us hope that this new alignment will be followed by a most liberal and progressive policy.

We understand the Mining Committee of the House is doubtful if the Senate bill giving an assistant to the Mine Inspector should pass the House. It is necessary if the Mine Inspector is expected to do efficient service, that he has help. Kentucky coal mining interests are too large and cover too much territory for any one man to properly examine as often as should be done. An assistant is a necessity, and we hope the Mining Committee will report the Senate bill favorably.

The present session of the Legislature will be the longest in the history of the State. The adoption of a new Constitution requires many radical changes in our statutory laws. Three able attorneys have been appointed Commissioners to formulate and submit new bills in harmony with our organic law. They have been actively engaged in the preparation of this work, but the Legislature is slow to act and wastes valuable time in debates and disputes about unimportant matters. The people are becoming impatient and will hold their Representatives to account.

"A political party may fool part of the people all the time and all the people part of the time, but no political party can fool all the people all the time." The Democratic party has made repeated attempts to deceive the voters, and before the recent Congressional election predicted that the McKinley bill would increase taxation and augment the surplus. Here are some figures: For the full year ending September 30, 1890, under the old tariff, the receipts from customs were \$237,698,492.45-100. For the full year ending September 31, 1891, under the new tariff, the receipts from customs were \$196,302,066.96. A clear case of Democratic duplicity.

Mr. BLAINE's utterance in behalf of the national Republican ticket was as prompt as it was emphatic. The great Republican chieftain no sooner heard of the result of the contest at Minneapolis than he took up his pen to write a stirring appeal to his fellow Republicans to move solidly against the common foe with the "resolution, energy and persistence" that mean certain victory. Mr. Blaine's action was worthy of his fame, of his splendid career and of his unswerving loyalty to the great party that has honored him with its love and trust. It showed the utter falsehood of the Democratic claim that the nomination of President Harrison would produce division in the Republican ranks. Mr. Blaine seized the earliest possible moment to put himself on record before the country as advocating the President's re-election. His incisive words will carry on it great weight. By assuring absolutely the unity of the party in the approaching campaign, they removed the last foundation for Democratic hopes. The President, whose administration is a record of honor, will be elected, and he will have no more earnest and energetic supporters than the devoted personal adherents of Mr. Blaine. Philadelphia Press.

RECIPROCITY A PART OF PROTECTION.

When the next President of the United States is elected next November the McKinley law, except two or three clauses, will have been in operation two years. The American Economist showed in October last, after the new law had been in operation one year, that of fifty-six articles in common use by the American people and affected by the McKinley law fifty-five were cheaper than they were before the bill was signed. Now the reciprocity feature is working so well that by next October abundant evidence will be on hand to show that the McKinley law has benefited the American people in what they sell as well as in what they buy. It is opening the markets of the world to them as well as the home market.

A large part of the free trade elements in this country are un-American in their sympathies. This is shown by the hatred they manifest toward the American veteran soldier, the American navy and the cause of American shipping. The Press, however, does not need to bolster up the cause it advocates by wholesale impugning of the motives of those whose opinions differ from its own, and it is therefore willing to admit that, while some of the friends of the so-called "tariff reform" are inspired by a desire to help English commerce at the expense of American, there are others who believe, with a sincere fanaticism, that free trade would help America's foreign commerce and who appeal to patriotism to secure votes for that idea.

It is to just these mistaken patriots that the reciprocity clauses of the McKinley law ought to appeal. They ought to see, if anybody does, how thoroughly and consistently protective those clauses are—just as protective, in fact, as the high duty schedules that protect certain articles of manufacture. Even a free trader cannot deny that a protective duty gives the American producer a larger part of the home market. The principle of the reciprocity arrangement is the same principle applied elsewhere. It protects for him the markets of the country which makes the treaty with us, just as a duty protects the home market for him. It keeps the producers of the world at large from competing with him in that market just as the general tariff keeps them from competing with him in the home market.

If, then, it is desirable to extend our foreign trade, it stands to reason that reciprocity treaties with countries whose products we want to extend faster than it would be extended in markets where our exporters had no advantage over those of other countries. Any American who wants to extend his country's foreign trade by general free trade, rather than by reciprocity treaties, is in as inconsistent a position as the Maine man who was in favor of the liquor law, but "agin its enforcement." He is in favor of extending our foreign trade in general, but opposed to extending it anywhere in particular.

Horace Greeley said "the way to resume is to resume." The way to extend our foreign trade is to begin somewhere and extend it. What over theists may think, the practical business men of the country will see that the reciprocity treaties are the most effective way to build up foreign trade; and they will not be in favor of any policy of McKinley law repeal that robs those treaties of all their significance to the countries that have made them with us. They must stay, and the law that makes them effective must stay if foreign trade with those countries is to be developed by time and patience. And with what countries can we hope to develop foreign trade, if not with them?

Surely, not with countries that can make for themselves the things that we make and that want to break down our tariff laws so that they can get into our markets. New York Press.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease, and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials. Address, F. J. CHENEY & CO., Toledo, O.

Sold by all druggists.

WHISTLE POSTS.

Dispatcher E. L. Wise is now sojourning with us for a few days.

Supervisor Sullivan has the foundation laid for a fine dwelling house.

Considerable rock ballast and new steel are being distributed on this division.

Conductor Hanks was in charge of the Evansville excursion train last Sunday.

Conductor Waltz will be in Chicago this week to hear the boys' team Cleveland.

Passenger conductors were in great demand last week on account of rush of business.

Operator Chas. Etheridge was visiting his brother, Wash, at Slaughters, this week.

Dispatcher E. L. Wise spent a portion of this week squirrel hunting on Pond river.

Conductor Joseph Muir is now in charge of the Providence train and is getting along nicely.

It is a fixed fact that we are to have some very large new engines on this division soon.

The shipment of wheat will soon commence, and the hum of the thrasher has already been heard.

Last Saturday and Sunday were noted days for specials on this division. Delegates and excursionists made business lively.

Baggage men complain of the large amount of baggage they now have to handle, owing to the heavy travel and business of summer.

Section Foreman Armstrong, of the Providence branch claims that he will show up in the lead this month, as regards putting in new ties.

Master of Trains Devney came up on the Evansville train Sunday, and he was no doubt, taken for one of the Cleveland boomers from the South.

The sad news was received here last Saturday that Jack Kust, formerly a brakeman on this division, was killed on the Iron Mountain railroad, where he was at work.

Agent Henderson says he had hoped it would be a Republican, but he is nevertheless proud of her. She weighs eight pounds, and won't Frank be glad when she gets old enough to call him papa.

Never before was there so many train dispatchers on this division as on last Sunday. There were several coach loads of them on their way home from New Orleans, where they had been attending a convention held by that body. Of course they felt perfectly safe while riding over this route, as it is an acknowledged fact that few, if any, better dispatchers can be found than those in charge of the Henderson and St. Louis divisions.

For a long time Engineer Will Rowe has held the belt for having made the fastest time with a passenger train on this division, but now he is called upon to relinquish it to Engineer Manning who, on last Sunday, made the run from Nashville to Evansville in four hours and five minutes. The section time being about three hours and twenty-five minutes. The boys can no longer say that the big freight engines on this division cannot run fast. The run from Schreder and Henderson was made in nineteen minutes, a distance of seventeen miles.

One of the serious questions that now confronts our machinists is how to make an engine that will stand the strain while running at a very high rate of speed, as the times now require, and upon which subject the lines quoted below treat.

"Can the present standard locomotive be depended upon to perform eighty or ninety miles an hour for long distances?" This was the question which I put to one of the Chief Engineers in charge of the many varied engineering departments of the Pennsylvania Railroad Company. He expressed the opinion that a long run at any high rate of speed would result in the destruction of the engine. He admitted that the power for making such speed is at hand, whether it be electricity, steam, air and oil combined, or compressed air and electricity. He said, however, that the machinery has not yet been invented which can endure the fearful strain of such a speed. "The present standard locomotive," said the fact that the steam is applied with each revolution at alternate ends of the piston-head. Great power is lost in driving this steam back and forth. Some system of gearing must be invented that will yield speed with fewer revolutions of the wheels, so as to do away with some of the wear and tear of rapid running. Until that is accomplished even sixty miles an hour continuously is out of the question.

Probably acting on the recommendation of President Harrison who, in his last two messages to Congress, has urged upon that body the necessity of taking some step that would decrease the number of accidents among railroad employees, a bill has just been reported favorably by the committee on interstate and foreign commerce, which embodies the suggestion made by the President, and reads as follows: "The House Committee on Interstate and Foreign Commerce to-day authorized Representative O'Neil, of Missouri, to report favorably a bill to promote the safety of railroad employees and passengers. It requires the locomotives to be equipped with power brakes sufficient to control a train. Every new locomotive after July, 1893, must be equipped so, and after July, 1894, all new or old cars sent to the shops for repairs must be equipped with automatic couplers, and after July, 1898, all cars must be so equipped. After July, 1899, all new cars (and after July, 1898, all cars) must be provided with continuous brakes to be operated by the locomotive. In July, 1893, every common carrier shall file with the Interstate Commerce Commission a statement of the automatic coupler which it prefers. If any coupler receives 75 per cent of the votes it shall be adopted as a standard automatic coupler. If no coupler receives this percentage the Commission shall, within six months, designate a standard automatic coupler.

is going on just now, and we happen to be in it. Our \$2.00 shoe keeps all its old friends. For every penny expended in its purchase, a trifle more than a penny's worth of wear is certain to be obtained. Nothing that was ever bought, sold or exchanged, ever did a handsomer thing by the purchaser than this shoe does. Never was a larger value given for a smaller price. It is a perfect phenomenon of durability, it's just the thing for those who believe in having comfortable feet, and it is exactly what economical buyers are looking for.

Call and see our 99c slippers, worth \$1.50.

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WEAK, NERVOUS OR IN PAIN

From some long standing ailment, or feel that your constitution (nervous system) is failing, or that some affliction has taken or is taking permanent hold upon you, which you have been, and are still, unable to throw off or control, whether in the first or last stage—remember that Dr. Gregg's Electric Belt and Appliances and system of Home Treatment will cure you.

No medical or other mode of Electric Treatment can at all compare with them. Thousands of women, who suffered for years with complaints peculiar to their sex, have been completely and permanently restored to health. No fewer men have also been cured.

Electric Treatment for diseases suggested, properly applied, is perfect and has no good substitute. The Gregg Electric Belt and Appliances are the only ones in existence that supply a perfect mode of application.

The Gregg Electric Foot Warmer, price \$1.00, keeps the feet warm and dry and is the only genuine Electric Warmer.

People who have paid their money and been cured can tell